

# **ABSTRACT**

Disclosed is a method of indirect tire pressure monitoring. The method includes: learning test variables (DIAG, SIDE, AXLE), which describe the rotational movements of the wheels; determining rolling circumference differences ( $\Delta$ DIAG,  $\Delta$ SIDE,  $\Delta$ AXLE) from actually determined test variables and the learnt test variables; learning at least one torsion natural frequency  $f_p$  for at least one tire from the oscillation behavior of the individual tires; determining at least one shift of the torsion natural frequency  $\Delta f_p$  from at least one actually determined torsion natural frequency and from the at least one learnt torsion natural frequency; and combining the rolling circumference differences ( $\Delta$ DIAG,  $\Delta$ SIDE,  $\Delta$ AXLE) with the at least one shift of the torsion natural frequency  $f_p$  in a joint warning strategy for detecting and warning of tire inflation pressure loss.